

PEOPLE

on the

MOVE

Human Resources reports the following personnel changes:

Key Management Assignments

*Dan Carpenter* was named acting director, Public Affairs Office.

*Lynn Buquo* was selected as chief, Customer Support Office, Information Systems Directorate.

*Carolyn Krumrey* was selected as chief, Manufacturing Integration and Technology Branch, Manufacturing, Materials, and Process Technology Division, Engineering Directorate.

*Dorothy Rasco* was selected as manager, Flight Crew Equipment Management Office, Space Shuttle Vehicle Engineering Office, Space Shuttle Program Office.

*Lynn Vernon* was selected as chief, Command, Control/Planning Systems Development/Operations Branch, Advanced Operations/Development Division, Mission Operations Directorate.

*Steven Gonzalez* was selected as chief, Operations Research/Strategic Development Branch, Advanced Operations/Development Division, Mission Operations Directorate.

*Barbara Corbin* was selected as chief, Space Station Training Facility Project Office, Advanced Operations/Development Division, Mission Operations Directorate.

*Diane Costello* was named manager, Institutional Resources Management Office, Office of the Chief Financial Officer.

Additions to the Workforce

*Angela Bauer* joins the Electrical Systems Branch, Systems Division, Mission Operations Directorate, as a flight controller.

*Matthew Redmond* joins the Communication and Data Systems Branch, Systems Division, Mission Operations Directorate, as a flight controller.

*James Geffre* and *Abhishek Tripathi* join the Advanced Development Office, Engineering Directorate, as aerospace flight systems engineers.

*Jen Jones* joins the Guidance, Navigation and Control Design and Analysis Branch, Aeroscience and Flight Mechanics Division, Engineering Directorate, as an X-38 design engineer.

*Jennifer Rochlis* joins the Robotic Systems Technology Branch, Automation, Robotics, and Simulation Division, Engineering Directorate, as a flight systems engineer.

*Justin Dobbins* joins the Avionics and Test Analysis Branch, Avionics Systems Division, Engineering Directorate, as an electronics engineer.

*Geoffrey Yoder* joins the Avionics and Test Analysis Branch, Avionics Systems Division, Engineering Directorate, as an EEE manager for GFE flight hardware.

*Joe Gensler* joins the EVA and IVA Equipment Branch, Crew and Thermal Systems Division, Engineering Directorate, as an environmental control systems engineer.

*Richard Snyder* joins the Propulsion and Fluids Systems Branch, Energy Systems Division, Engineering Directorate, as a liquid propulsion systems engineer.

*Gilberto Varela* joins the Power Systems Branch, Energy Systems Division, Engineering Directorate, as a battery/fuel cell design and test engineer.

*Mark Landeck* joins the Manufacturing Integration and Technology Branch, Manufacturing, Materials, and Process Technology Division, Engineering Directorate, as a lead design engineer, GSE.

*Jay Leggett* and *Alvaro Rodriguez* join the Thermal Branch, Structures and Mechanics Division, Engineering Directorate, as heat transfer engineers.

*Nichole Mattson* joins the Thermal Branch, Structures and Mechanics Division, Engineering Directorate, as a thermal protection and control design engineer.

*Carrie McCaslin* joins the Customer Support Office, Information Systems Directorate, as a computer engineer.

OUT&ABOUT★



Astronaut and JSC Associate Director (Technical) John W. Young receives the 2000 Goddard Astronautics Award. Robert L. Crippen, left, AIAA National president, presented Young with the award during an Honors and Awards Banquet in Washington, DC, May 12.

*Chad Collins* joins the Information and Flight Operations Team, Institutional Resources Management Office, Office of the chief financial officer, as a program analyst.

*Debra Chowning* joins the Quality Assurance, Reliability, and Safety Office; Occupational Safety and Institutional Assurance Division; Safety, Reliability, and Quality Assurance Office, as a quality assurance engineer.

*Mike Miller* joins the Hardware and Software Engineering Integration Office, Space Station Payloads Office, International Space Station Program Office, as a payload stage analysis lead.

*Brian Rhone* joins the Hardware and Software Engineering Integration Office, Space Station Payloads Office, International Space Station Program Office, as a payload test engineer.

Promotions

*Marty Cassens* was selected as a transportation specialist in the Transportation Branch, Logistics Division, Center Operations Directorate.

*Kathy Green* and *Delores Marshall* were selected as supply management specialists in the Supply and Support Services Branch, Logistics Division, Center Operations Directorate.

Reassignments to Other Centers

*Dave Lamar* moves to Glenn Research Center.

*Carl Weber* moves to NASA Headquarters.

Reassignments Between Directorates

*Marvin Bennett* moves from the Center Operations Directorate to the International Space Station Program Office.

*Dennis Hoy* and *Thomas Le* move from the Engineering Directorate to the International Space Station Program Office.

*Brian Kelly* moves from the Safety, Reliability, and Quality Assurance Office to the International Space Station Program Office.

*Blake Ratcliff* moves from the Office of the Chief Financial Officer to the International Space Station Program Office.

Retirements

*James Long* of the Information Systems Directorate.

Resignations

*Joseph Cook* of the Engineering Directorate.

*Todd McIntyre* of the International Space Station Program Office.

*Robert Shields* of the International Space Station Program Office.

*Michael Van Chau* of the Space Operations Management Office.

NASA BRIEFS

NASA TECHNOLOGY MAY HELP EASE FLIGHT DELAYS

Sobering statistics show flight delays are at an all-time high, with air passenger frustrations running even higher. However, new technology developed by NASA's Langley Research Center may help ease some of those frustrations, allowing travelers to reach their destinations faster.

NASA researchers have designed a system to predict aircraft wake turbulence on final approach, so airliners can be spaced more safely and efficiently. The technology is called AVOSS or Aircraft Vortex Spacing System.

AVOSS determines how winds and other atmospheric conditions affect the wake vortex patterns of different types of aircraft. The system uses a type of laser radar, or lidar technology, to confirm the accuracy of those forecasts. All this information is processed by computers, which can then provide safe spacing criteria.

Weather plays a big part in the motion and decay rate of these trailing twisters. Until now, there has been no system to accurately predict wake vortex patterns and quantify the spacing needed for safety. This lack of this kind of data forces air traffic controllers to use rigidly fixed distances to separate different classes of aircraft during bad weather, causing unnecessary air traffic delays that disrupt flight schedules and increase costs.

NASA's AVOSS can provide the needed information. The system was installed at the Dallas-Fort Worth International Airport in Texas three years ago and has undergone continued development and testing. Initial test results show that AVOSS can increase individual runway capacity as much as 15 percent, depending on weather conditions and the number of "heavy" aircraft arriving.

SCIENTISTS DETECT THINNING OF GREENLAND'S COASTAL ICE

Scientists who want to monitor the state of our global climate may have to look no farther than the coastal ice that surrounds the Earth's largest island.

A NASA study of Greenland's ice sheet reveals that it is rapidly thinning. In an article published in the July 21 issue of *Science*, Bill Krabill, project scientist at the NASA Goddard Space Flight Center's Wallops Flight Facility, reports that the frozen area around Greenland is thinning, in some places, at a rate of more than three feet per year. Any change is important since a smaller ice sheet could result in higher sea levels.

Greenland covers 840,000 square miles and 85 percent of the island is covered by ice, some of which is up to two miles thick. With its southern tip protruding into temperate latitudes, monitoring this portion of the ice sheet may be one of the best ways to measure changes in our climate, at least in the Northern Hemisphere.

The ice mapping was completed by NASA, which has been surveying the Greenland ice sheet for nearly seven years. In 1993 and 1994, NASA researchers surveyed the ice sheet using an airborne laser altimeter and precision global positioning satellite receivers. Those same areas were surveyed again in 1998 and 1999.

Now, for the first time, portions of the entire ice sheet covering Greenland have been mapped with sufficient accuracy to detect significant changes in elevation.

Further information on the Greenland mapping project, including the technology behind the science, is available at:

<http://aol.wff.nasa.gov/aoltm.html>

Imagery supporting this story is available at

<http://svs.gsfc.nasa.gov/imagewall/greenland.html>